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號二十月八年九零百九千一英

HONGKONG, THURSDAY, AUGUST 12, 1909.

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Hongkong, May 1, 1907.

WEST RIVER NOTES.

(From our own Correspondent.)

NANNING, August 7.

Rain has been very plentiful, and the rice crop excellent throughout this district with the people contented. Many of the sugar cane fields which were neglected and deserted during the late years of trouble have been brought under cultivation again, and there has been a large and increasing export of sugar, much of which I believe is destined for the Japanese market.

While the river was in flood, the German gunboat Tientsin was able to make the trip to Lungchait on the Tonkin frontier. She did the return journey in less than a day so high was the water and so rapid the current. All went well except that the masthead came in collision with a telegraph wire and needed repairs in consequence.

The Military Department controlling the "new" soldiers has been transferred to Kweilin, while the big Military College at Lungchait is moving here very shortly.

Mr. Treppowsky, our Harbourmaster, has gone on holiday and his place has been taken by Mr. A. Johnson.

The high water has attracted a large number of steam launches by Nanning to share in the carrying trade, and as regards motor boats we have had them arriving and departing almost simultaneously.

Dog flesh is in great demand in Nanning and fetches a higher price here than any other meat. This morning I saw a poor wretch gagged and bound being carried off on the end of a pole for slaughter—the other dogs all along the street were crazy with terror. Nanning dogs can recognize a dog butcher even when there is no visible sign of his trade, and his progress through the streets is hampered by angry barks from every house.

MARRIAGE OF MISS MANSON.

Mr. Philip H. Bahr, M.A., M.B., son of Mr. and Mrs. Louis Bahr, of Pargessfield House, Oxford, Surrey, was married during July to Miss Edith Margaret Manson, eldest daughter of Sir Patrick Manson, K.C.M.G., F.R.S., and Lady Manson, of 21, Queen Anne-street, Cavendish-square. The bride's father, who is medical adviser to the Colonial Office and Lecturer at the London School of Tropical Medicine, was formerly a well-known resident of Hongkong, where many a pleasant recollection of him still lingers. The marriage was solemnized by the Rev. H. Fearnsly Whittington, rector of Chalfont, Bucks, assisted by the Rev. David Anderson, rector of St. George's; the service was choral, and the church was adorned with flowers and foliage.

The bride, who was given away by her father, wore a gown of white satin, with front panel of raised silver embroidery in the form of Empress wreath. Her Court train of satin was embroidered in an Empress design with silver brocade, and her veil of Brussels lace, which was worn by Lady Manson at her own wedding, covered a tangle of orange blossom. She carried a bouquet of white roses in foliage. Six bridesmaids and three little girls attended the bride, the former being the Misses V. and R. Manson (sisters of the bride), Miss Bahr (sister of the bridegroom), the Misses Dolly and Cassia Thorburn, and Miss Train; and the children, the Misses Dora and Lily Lange (nieces of the bridegroom), and Miss Stephanie Corner. All wore powder-blue nines, draped over white satin princess underskirts, with tucked yokes of pale cream net, the sleeves being of ruffled nines over cream lace. Their hats were of drawn net, trimmed with powder-blue ribbon and wreaths of forget-me-nots. Master Claude Turner acted as page. Dr. Pratt was best man.

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All Advertisements face Reading Matter.

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Canton, August 11, 1909.

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Hongkong, November 12, 1908.

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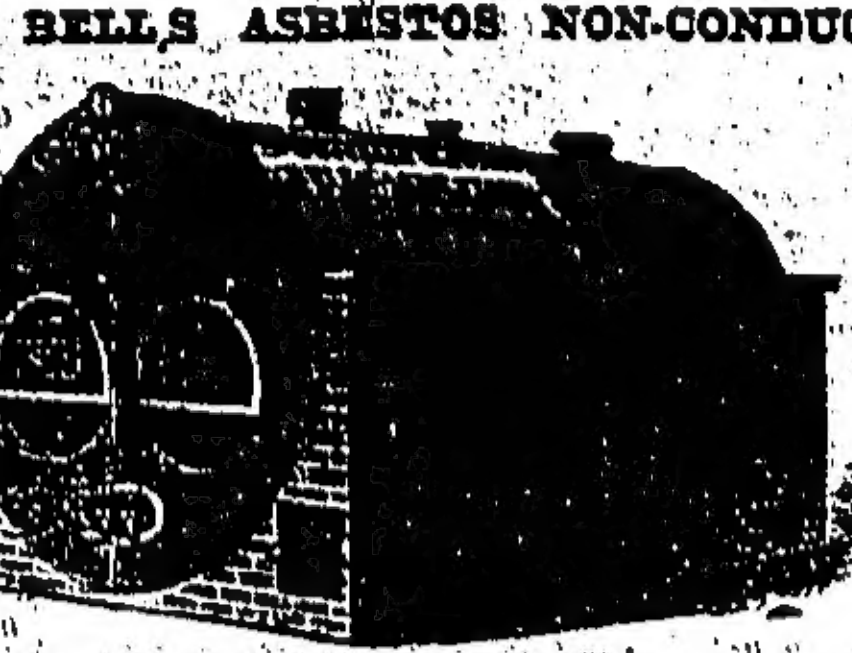
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HONG.—On 10th August, at Wotton-
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9 p.m.—Performance at the City Hall.
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General Memoranda.

SATURDAY, August 14—
11 a.m.—Auction of Household Furni-
ture, etc., at No. 2, Fairview, Nathan
Road, Kowloon.MONDAY, August 16—
2.30 p.m.—Auction of Household Furni-
ture, etc., at "Corbhill," Quarry Bay.
Goods per *Karung* undelivered after this
date subject to rent.TUESDAY, August 17—
Goods per *Buclos* undelivered after this
date subject to rent.
Goods per *Borneo* not cleared at 4 p.m.
on this date subject to rent.WEDNESDAY, August 18—
2.30 p.m.—Auction of Japanese Curio,
etc., at Mr Geo. P. Lamert's Sales
Rooms.THURSDAY, August 19—
3 p.m.—Auction of Steam Launch *Quallone*
alongside Queen's Statue Wharf.SATURDAY, August 21—
Noon.—Meeting of The Hongkong and
Shanghai Banking Corporation at the
City Hall.

The China Mail

HONGKONG, THURSDAY, AUGUST 12, 1909.

THE CENTENARY OF TENNYSON.

The hundredth anniversary of the birth of TENNYSON finds the noble Laureate of the Victorian era gradually settling down to his proper position in the world of English letters. Like all men who have established a claim to a particular niche in the Temple of Fame, TENNYSON's reputation has passed through the usual gamut of excessive adulation, mild neglect, petty questioning, censorious depreciation, then gradual rehabilitation. To-day a generation that knows him only by his books and not by sight is ready to accord him the proper place he has rightly won. Of course he no longer shines as the brightest glory in

the Victorian constellation of thinkers, writers and poets, for it goes without saying that the perfect mastery of his style, the tradition of his name, his sheer poetic presence, no longer dominate this youthful century so completely as they dominated the latter half of the nineteenth. The work that was merely of his own day both in its inspiration and in its objective is beginning to lag; that for all time and of a rarer source and destiny to stand out more clearly revealed. An air of what we nowadays call Victorian, which, to present view, seems rather local and temporary, a niceness of sentiment and a lukewarmness of humanity undoubtedly dilute much of his poetry, and much, too, that is incidentally very beautiful suggests the Laureate's office as well as his inspiration. It was perhaps an unkind, yet nevertheless a true, observation that TENNYSON's outlook on life, as expressed in his writings, was that of a highly proper and strictly moral Anglican priest with narrow, self-contained High Church proclivities. Never having known the pinches of poverty, never having had to struggle with the pressing, unfeeling multitude for his daily bread it was scarcely surprising that his reflections on life lacked both breadth and depth, while his philosophy was too often very much of the sort usually associated with the name of MARTIN TUPPER. We speak of course of the printed page. The man TENNYSON was altogether a thing apart from the courtly Poet Laureate. His talk was may; at times coarse; the poet's printed words are often "linked sweetness long drawn out."

Yet with all his limitations TENNYSON cannot be deprived of the proud title of representing more fully than any of his contemporaries the fleeting thought and, what may be called the official, philosophy of the Victorian age. He was beloved by the QUEEN, and the PRINCE CONSORT. Men of science like EVERTY were "impressed with the Doric beauty" of his distal poems, or, like HERBERT OWEN, and TYSIDAL, admired him "for the eagerness with which he welcomed all the latest scientific discoveries, and for his trust in truth." Serious judges cited him on the bench, while his hold upon the female portion of the realm was never relaxed from the time of the first of his lyric narratives till that solemn evening hour when his dying eyes watched "the casement slowly glimmer to a single square." He was the mouthpiece of his generation and it is not to be wondered at that he likewise was bound by the shackles of what now appears to us its very obvious limitations. For that reason a good deal of his poetry is spoiled by the "prettiness" which the age demanded; by a finical overniceness in the choice of words, which tended to diminish the solidarity of an otherwise nobly planned edifice. The sentimental touch which MILLAIS had to put into his paintings to please his public, was reproduced by TENNYSON in many of his poems and the public rewarded him for giving them what they appreciated and understood by buying his work freely, thereby enabling him to pile up such a fortune that the QUEEN was able to raise him to the peerage well-knowing that he had the wherewithal to support the dignity.

The great service which TENNYSON did for his day and generation was to reconcile believers in the older faith with the ideas advanced by the teachers of the newer science. We of this generation can scarcely conceive of the alarm which spread throughout the land when Darwin's theory of evolution was first enunciated and Bishop Wilberforce and Huxley and later Huxley and GLADSTONE came to gladiatorial grips. Those were bitter fights which the champions of orthodoxy put up, and that the leaders of the new thought returned blow for blow in downright earnest our fathers have often told us. Throughout the land, we read, there spread a sense of dismay, a sort of hopeless homelessness; the very foundations of the old established faith seemed crumbling away, disappearing in a quagmire of doubt and disbelief. It was TENNYSON who found a way of

salvation from the Slough of Despond. As one discriminating American critic recently observed, in discussing this point, "TENNYSON without hesitation, accepted the new point of view for his 'In Memoriam,' and those who were leading the revolution felt this and accepted enthusiastically a recruit from the writers of the imagination, who were commonly arrayed against them." It is unnecessary to point out the law of evolution, the survival of the fittest, and man's kinship to the ape were clearly hinted at before Darwin had definitely formulated them in his epoch-making book. What more impressed men at that time, however, was the fact that TENNYSON felt the terrifying doubts awakened by this conception of man as part of a vast mechanism, but still clung to the creed "which humanity cannot give up, because it is necessary for life." And TENNYSON, and this is the point to be emphasized, found this minimum of faith, not outside of the new science, but at its very heart. He does, indeed, as more than one critic has noticed, cry out at times against the harsher hypothesis, declaring that we are not "magnetic mockeries" or "only cunning casts in clay"; but the gist of his confidence, and what made him the spokesman of the age, was in a bold completion of evolution by the theory of indefinite progress and by a vision of some magnificent consummation wherein the sacrifices of the present were to be compensated somehow, somewhere, when—who shall say? This reconciliation of dogma and science, this discovery of a Father near at hand within the inexorable law of evolution, this vision of an eternal state to be reached in the progress of time—

That God, which ever-lives and loves.
One God, one law, one element,
And one far-off divine event,
To which the whole creation moves,—
must be placed to the credit of TENNYSON when we cast up his account in the Great Account. Stern critics may say that he compromised; may argue that he bartered away his immortal soul for an unsatisfying half-truth. We need not discuss the point. Suffice it to say that TENNYSON was the greatest exponent, as poet of his age and generation as his friend FERGUSON was its truest philosopher.

CANTON SELF-GOVERNMENT SOCIETY.

A correspondent writes asking if it is not high time that a joint diplomatic representation should be made in Peking to curb the mischievous propensities of the Canton Self-Government Society. We certainly are of opinion that the time is ripe for such action, but unless the Powers represented at Peking move together in unison no good result can possibly be achieved. The protests of individual Ministers are of no avail. Of that we have had too many instances of late. Another difficulty in the way of securing a satisfactory mandate from Peking is that the Self-Government Society has no proper organization. The half a dozen demagogues who control its actions never appear in the forefront of its public meetings. It will be noticed that at these meetings a new chairman is invariably elected, and the services of no other officers are requisitioned. The chairman is the mouthpiece of the unseen agitators and when the particular meeting over which he presides has accomplished what its conveners wished for he disappears. Subscriptions are levied, we understand, but no one has ever heard how the money is expended, nor has any proper accounting been insisted on by the nominal members of the Society. Altogether the organization has been skilfully devised, but we have no hesitation in saying that were the officials so minded they could put an end to it at once. One thing is certain, unless the Society is dissolved or brought well within the bounds of law, a great deal of harm will ensue and Chinese officialdom will rue the day when they began to encourage the Self-Government Society to meddle in international questions.

Shipping folk generally are complaining of the weakness and inadequacy of the light recently erected on Signal Hill, Kowloon, to warn mariners of the peril of the Flores rocks. The light is so feeble and its working so erratic that it seems a mere waste of public money to have installed it.

INFANTILE CHOLERA.

ANY natural looserness of a child's bowels during the hot weather should be a warning to mothers. Infantile cholera may develop in a few hours, and prompt action should be taken to avoid it. Chamberlain's Colic, Cholera, and Diarrhoea Remedy, followed by a dose of castor oil, will check the disease in its incipient stage, and all danger may be avoided. For sale by all chemists and druggists.

DEATH OF MR ERICH GEORG.

Death has removed a prominent figure from the German community of Hongkong in the person of Mr. Erich Georg, the well-known stock broker. A veteran of the Franco-Prussian war, he was the recipient of the Iron Cross of the first class, which is an eloquent tribute to his bravery on the battlefield. Most of the business years of his life were spent in Hongkong where he won hosts of friends, for foreigners and Chinese alike admired his many fine qualities as a business man and a cultured gentleman. Taking a keen interest in Freemasonry, like so many of his countrymen, Mr. Georg passed through various offices until he became Master of the Perseverance Lodge. A Royal Arch Masonry he also figured conspicuously. In the social world his genial disposition made him an ideal leader of men and on several occasions he was called upon to fill the chair of the Club Germania. An upright, loyal gentleman who guided the way of life by the highest ideals of his beloved Fatherland, his removal from our midst will be deplored by a very large circle indeed.

The funeral takes place this afternoon.

NEWS OF THE DAY.

A Peking telegram states that England and America have proposed that the second Opium Conference be held at The Hague.

The steamer *Persia*, formerly the well-known *O. and O. Co.*, has been chartered by the Hong Kong Company for a trip to Mexico.

The ship shipped from the U. S. E. S. *Tacoma*, which left Hongkong on the 3rd July, was delivered at New York on the 8th inst.

Orders have been issued from the War Office to enlist only *bond-fide* Scotsmen for the Seaforth Highlanders and Argyll and Sutherland Highlanders.

Judging by the miserable rainy weather which has prevailed all day it would seem that the "depression" has anchored itself permanently over Hongkong. One thing, it keeps the temperature at a decent level.

The United States treasury is making arrangements to borrow enough money to cover the deficit. It is understood that the loan will be a popular one and the bonds be widely distributed. However the exact plan has not matured.

While voyaging northwards from Hongkong the death occurred of Mr. Latta, chief engineer of the *s.s. Kutsang*. Deceased was well-known in shipping circles in the East, and his demise is regretted by a large number of friends.

The Church Missionary Society's recent exhibition in London, "Africa and the East," secured a total attendance of 330,000—a not unsatisfactory result in view of the unpropitious weather and the various counter attractions. As the expense of organising the show amounted to £20,000, it is something of a relief to know that the receipts not only covered the outlay, but left a substantial sum over.

The Chinese Imperial Telegraph Administration has paid the proprietors of the Palace Hotel, Shanghai, \$10,705, the actual cost of the wireless telegraph apparatus recently erected on the Hotel. It will be reinstated in the Chinese Telegraphs building and is expected to be in working order within three weeks. The whole matter is to be laid by Mr. Specky before the Foreign Office in London.

The Board of Civil Administration in Peking having communicated to native newspaper offices that copies must be sent everyday to the Board for inspection the right before publication or the papers will be stopped, the native press association met on August 5th and decided that such a ruling would kill the right of discussion. They intend to send in a petition to cancel the ruling otherwise the newspaper offices in Peking will all remove to the foreign settlements in Tientsin to avoid the rule.

A sensation was caused in the Shanghai Settlement last Saturday, said the *Shanghai Mercury*, when it became known that Mr. Chas. Engelbricht, formerly Marshal and Clerk of the U.S. Consulate General, had been arrested on an information filed by Mr. A. Bassett, District Attorney, U.S. Court for China. The charge is that of embezzlement, alleged to have been committed by the accused whilst in possession of consular and government monies at the time of his holding the office of Marshal. The arrest was made on an American Consular warrant, the accused being taken before the Consular Authorities where, after a preliminary examination, he was released on bail of \$1,000 gold.

SOCIAL AND PERSONAL.

Mr. Samuel Storey, for many years Liberal member for Sunderland, has been adopted by the tariff reformers of that borough as their candidate.

Bishop Berlin, the first Filipino bishop of the Roman Catholic Church, is critically ill at Rome, and has had administered to him the last sacrament of the church.

It seems probable now that Mr. Whiteley will continue in the post of American Ambassador in London during the whole period of the Yag administration. It is an unique honour.

KING EDWARD AT MARIENBAD.

AN AUSTRIAN WELCOME.

(Reuter's Service to the China Mail.)

London, August 12.

The *Fremdenblatt*, the organ of the Austrian Foreign Office, heartily welcomes King Edward to Marienbad. It describes the reports of a state of coolness existing between King Edward and the Emperor Francis Joseph as baseless.

FIFTH TEST MATCH.

ANOTHER DRAW.

(Reuter's Service to the China Mail.)

London, August 12.

The fifth Test match has resulted in a drawn game.

[Note.—England won the first of the present series of Test matches; then Australia won two, and two have been drawn. The position now stands: England has won 15 Test matches; Australia 34, and 17 have been drawn.—Ed. C. M.]

DEFENCE OF THE EMPIRE.

FAR-REACHING DECISIONS REACHED.

(Reuter's Service to the China Mail.)

London, August 12.

Reuter learns that the Defence Conference is on the point of concluding its labours.

Some far-reaching decisions have been reached and all important differences overcome.

All parts of the British Empire represented at the Conference expressed the intention of taking a fair share in the cost of naval defence.

TERRIBLE DISASTER FEARED.

700 CORAL FISHERS MISSING.

(Independent News Agency's Service to the China Mail.)

Tokyo, August 12.

Three torpedo boats have been dispatched to ascertain the fate of 700 men who were fishing for coral off the coast of Tosa province and were caught in the storm which swept over the district on the ninth of August.

LEGISLATIVE COUNCIL.

The Legislative Council meets to-morrow (Friday) this orders for the day being as follows:—

First reading of a Bill entitled An Ordinance to amend the Malicious Damage Ordinance, 1895.

First reading of a Bill entitled An Ordinance to amend the Rating Ordinance, 1901.

First reading of a Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.

First reading of a Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1898, and the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1909.

First reading of a Bill entitled An Ordinance to amend the Dogs Ordinance, 1893.

First reading of a Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church.

First reading of a Bill entitled An Ordinance to relieve the Governor-in-Council of certain ministerial duties.

Committee on the Bill entitled An Ordinance to amend the Patents Ordinance 1892.

SOLD THE WORLD OVER.

WE have in stock many colic and diarrhoea medicines, says R. M. White, a prominent merchant of Turtle Bay, Tex., U.S.A., but sell more of Chamberlain's Colic, Cholera and Diarrhoea Remedy than of all others put together. It is sold by all chemists and druggists.

CHAMBERLAIN'S COUGH REMEDY.

THIS is a medicine of great worth and merit. Try it when you have a cough or cold, and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and can always be depended upon. For sale by all chemists and druggists.

VICHY WATERS.

CELESTINS.—For Gout and Diabetes, Vesical and Anal-gous Complaints. Mixes well with Wine and Spirits. May be drunk freely by the healthy on the principle that "Prevention is better than cure."

HOPITAL.—Particularly useful in cases of difficult digestion, dyspepsia and gastralgia, and also for delicate Constituents.

GRANDE GRILLE.—Renowned Specific for Liver Complaints.

NOTE.—Supplied in Cases or Single Bottles in Quarts, Pints and Splits.

H. Price & Co., Ltd.

WINE MERCHANTS.

No. 12, Queen's Road Central.

Telephone No. 151.

ANOTHER AERIAL FEAT.

OVER THE ALPS BY BALLOON.

(Reuter's Service to the China Mail.)

London, August 26.

An Italian aeronaut named Captain Spelterini, and three passengers, have crossed the Alps in a balloon from Chamouni.

They reached a maximum height of 17,000 feet.

UNDEVELOPED LAND.

TAXATION CLAUSE PASSED.

(Reuter's Service to the China Mail.)

London, August 25.

The House of Commons has adopted by 223 votes to 119 Clause 10 of the Finance Bill taxing undeveloped land.

[Note.—A Blue-book recently issued has an important bearing on the taxation proposals of the Government. It contains papers bearing on land taxes and on Income-tax, etc., in certain foreign countries, and on the working of the taxation of sita values in certain cities of the United States and in the Overseas States. A view of the points brought out are in following:—

Frankfort-on-Main was the first municipality to devise and put in force a scheme for the special taxation of the increase in land value which (according to Mr. Bernard Maliet, one of the Commissioners of Inland Revenue, who contributes a paper to the Blue-book) has been a marked feature in the growth of German cities during the last few years. But the question has in a more general sense been attacked, it is claimed, successfully, in a large number of countries by the substitution of market or capital value for annual value in the assessment of the land taxes in accordance with the recommendation of the Prussian Government in 1870.

In the typical case of Frankfort-on-Main the town levies a tax on the selling price of land on its transfer, varying according to (1) the nature of the land (built on or not built on), (2) the period since the last sale, and (3) the increment since the last sale. An official valuation is not usually needed.

On the Continent of Europe the principle of levying on capital value seems to be confined to municipal or quasi-municipal authorities—the Swiss Cantons, and in the German towns. In Hamburg, for instance, rents or produce are capitalised and taxed at 5 per 1000 of the capital value thus reached. In Bremen, land is taxed on its income, but built-on land on capital value. In Prussia the municipalities tax land in addition to the State property tax.

In those countries where there is no property tax, a land tax naturally takes the place of it. It is exemplified by the example of a memorandum which has been prepared for the Chancellor of the Exchequer, and is included in the Blue-book, that the institution of a land tax, where there is no property tax, is notable in France (Impôt Foncier) and Italy (Fondo Rustico), and to a lesser extent in Austria-Hungary, Belgium, Spain, Portugal, Bavaria, and most of the smaller German States; but in all these cases the tax appears to be levied on the real or estimated income rather than on capital value. The reason appears to be that most of these States have a historic survival," remarks the compiler.

In New Zealand, where the population is 800,000, about one million sterling is raised annually by rates and taxes on unimproved values of land. Mr. W. P. Reeves, who is the author of the memorandum on the subject of New Zealand, says, as regards valuation, "that the duty of the assessors is to determine the capital value of each property, and also its unimproved value. In doing so, they have to determine the value of the improvements upon it. To these and certain guiding principles are laid down by the Valuation Act and by departmental custom."

In New Zealand, capital value is defined to be the sum which the owners' unencumbered interest might be expected to realise at the time, if offered in good faith for sale on reasonable terms and conditions. The unimproved value means a fair selling value which the owners' unencumbered interest might be expected to realise if no improvements existed on the land.

In New South Wales a tax on unimproved land value is imposed, defined as "the capital sum for which the fee simple estate in the land would sell, under such reasonable conditions of sale as a bona fide seller would require assuming the actual improvements, if any, and not been made."

(Copyright.)

ANTUNG-MUKDEN RAILWAY.**OFFICIAL STATEMENT BY CHINA.**

(From Our Own Correspondent.)

SHANGHAI, August 12.

China has issued an official statement regarding her attitude toward the Antung-Mukden railway.

China says that she does not object to Japan changing the gauge of the railway or effecting improvements of an engineering character, provided that the gauge is the same as the Peking-Mukden line; but she will not consent to a change of route or permit the extension of the military control in the patrolling of the railway in Manchuria.

The delay in the negotiations was due to Japan's refusal to agree not to place military guards along the line. The safe development of communications and the protection of commerce were a pretext. Japan desires the railway for military purposes and China emphasizes her objection to the extension of the Japanese military control in Manchuria. China still hopes for an amicable settlement.

SATISFACTORY SETTLEMENT IN SIGHT.**Japan Receives China's Statement.**

(Independent News Agency's Service to the China Mail.)

TOKYO, August 12.—The Japanese Government has received the Chinese reply respecting the Antung-Mukden railway question with every mark of goodwill. It is expected that a settlement satisfactory to both will be arrived at.

OFFICIAL STATEMENT BY JAPAN.

The Japanese Foreign Office has published the following statement regarding the Antung-Mukden Railway question:

It will be remembered that the light railway between Antung and Mukden, was built by Japan during the late war, for military purposes. As the line was constructed in haste, it was wholly unsuited for ordinary commercial purposes.

When the South Manchurian Railway was transferred to the Japanese Government, the necessity of a connecting link between that line and the Korean system became apparent, and according to Article VI. of the Supplementary Agreement to the Manchurian Convention of Peking of 1905, it was agreed that Japan not only had the right to maintain the military railway in question but she was to improve it so as to make it fit for the conveyance of merchandise of all kinds, or, in other words, transform a purely military line into a commercial railway.

The existing Antung-Mukden Military Railway has a total length of 188 miles and a gauge of 2 feet 6 inches.

To avoid the construction of tunnels and bridges, for which there was no time, the line was given a wide detour, and many steep gradients and short sharp curves, so owing to these defects there naturally frequent cases of derailment. The hauling capacity of the locomotives is very small, three or four cars constituting a maximum train and in some portions of the line where the grades are steep, trains have to be divided into two or more separate hauls. The speed capacity of the engines is also necessarily very low, which results in the line being impracticable for reducing the sea voyage to ten hours, but in order to make the route effective and useful it is necessary that it shall have the same gauge and efficiency as the Korean and the South Manchurian Railway systems, to which the route under consideration will be the connecting link.

Improvements which are absolutely essential include the building of bridges, boring of tunnels, straightening and grading of the line, and the changing of the gauge, similar to the Korean and South Manchurian Railway systems. With these improvements the distance will be shortened, time of transit between Antung and Mukden reduced from two full days to eight or nine hours and the general efficiency of the line will be established. Without these improvements the railway as at present entirely useless for commercial purposes.

The Japanese Government with a view to make the Antung-Mukden Railway available as soon as possible as a connecting link between the Korean and South Manchurian systems in the great intercontinental trunk line entered into private negotiations with China. As this proved abortive the Imperial Government officially proposed to China in January last to dispatch Commissioners to survey the line. The proposal having been agreed to by the Japanese and Chinese Commissioners' made and agreed upon a joint survey of the proposed route with the exception of a small section some twenty miles in length, between Mukden and Changhai, which was surveyed and completed early in April and steps were immediately taken to report the results to the Chinese Government. As, however, the route between Mukden and Changhai remained to be discussed between the two Governments, the Imperial Government, in order to prevent unnecessary delay, proposed to the Chinese Government to commence work on that portion of the line East of Changhai which had been surveyed, leaving the Mukden-Changhai section for subsequent examination and adjustment, and they announced their desire to begin the purchase of the land required for the railway.

China, having recourse to her well-known policy of obstruction and procrastination, evaded the just and reasonable demands of Japan, and raised questions regarding the police authority in the railway zone and the authority of railway guards. Finally on June 24th last they sent a reply which it occurred in would wholly nullify the provisions of the arrangement of 1905, and damaged the survey agreed to by the Commissioners of the two Governments.

The reply besides reviving the questions of the railway guards and police authority and raising other immaterial issues which would apparently lead themselves to separate negotiations, declared that the work of improvement must be confined to the existing tract and that no broadening of the gauge could be permitted.

The Imperial Government, reluctant to take measures tending to impair the good relations which exist between China and Japan, confined their action to an endeavour to induce China to reconsider her untenable position and to adopt the course consistent with the manifest intention of the engagement of 1905.

China, however, still maintains an unyielding and uncompromising attitude which gives no promise of anything but vain and unprofitable negotiations.

In this situation the Imperial Government is compelled to take independent action and without waiting for the cooperation of the Chinese Authorities to proceed to carry out the necessary works of reconstruction and improvements according to their treaty rights and in harmony with the survey of the commissioners of the two Governments.

So far as the Provincial Syndicate of Canterbury can effect the change, the "Quincunx Vale" is henceforth repudiated as a creed by the Church of England.

An exceedingly interesting function took place recently in the playground of the Grammar School, Musselburgh, namely, the presentation of a New Zealand flag to the school children of the town from the school children of the township of Musselburgh, near Dunedin, New Zealand.

Had come in a handsome case constructed of native woods. It was stated that its dedication took place at Dunedin in the presence of Mr. Fitzgerald, an inspector of 40 years standing, who was a Musselburgh man. The children of the ancient Musselburgh of golf and racing fame, had already sent a Scottish flag, enclosed in a case adorned with the arms of the town.

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THE ICE WARRANTY CASE.**The Defence Continued.**

The Chief Justice (Sir F. Pigott) and the Puisne Judge (Mr. Justice Gompertz) were again engaged to-day in hearing the action commenced a week ago in which the Hongkong Milling Co., Ltd., of which Mr. Horace Percy Smith is liquidator, sued Messrs. Arnold, Karberg and Co. for a sum of \$100,000 damages for alleged breach of warranty by the defendants under an agreement to supply an ice-making plant warranted to produce ice of a specified quality.

Sir Henry Berkeley, K.C., and Mr. M. W. Slade (instructed by Messrs. Haskings and Hastings) were for plaintiffs; and Mr. Duncan McNeill, of Shanghai, and Mr. C. G. Alabaster (instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon), appeared for defendants.

At the outset of the proceedings the Chief Justice said the Court would not be able to sit on Friday or Saturday. He supposed that was understood.

Mr. McNeill said he was instructed to enquire if it would not be possible to sit during half of one or both of those days. It was no personal matter of his; he was indifferent.

The Chief Justice—It is not possible; we have such an accumulation of work in original and summary jurisdiction and in chambers.

The Puisne Judge said he could not agree to Mr. McNeill's suggestion as he had fixed cases.

Mr. McNeill said he could not see how they could possibly fail to finish the case in one of the early days of next week.

The Chief Justice thought they would take about two or two and a half days longer.

Mr. Slade—It depends entirely on the nature of the evidence.

The Chief Justice—I should have thought two days and a half after to-day.

Mr. McNeill—Yes, my Lord.

After a discussion between counsel and their Lordships as to the ambiguity of the terms "quality" and "clearness" in the warranty, Mr. McNeill resumed his speech which was unfinished after a whole day devoted to it. He first dealt with the question of damages, the amount of which, he said, was by agreement to be settled afterwards. It was simply a matter of the general principle on which the damages were to be calculated. He pointed out that the claim for loss of profits extended only over five years, instead of 10 years, which was the contract with Jardine, Matheson and Co. That at once gave rise to an enquiry as to the reasons for the limitations. If there was no justification for a claim extending over 10 years, he submitted there was none for a period of five years. The second point he wanted to raise was that the claim was for damages for five years, and the warranty was that the plant would do its work for one year. Another point was that under the contract with the Milling Co. and Jardine, Matheson and Co. the supply was limited to 4,300 tons of ice a year, but when they looked at the claim they found that the loss of profits were claimed upon a supply of 7,200 tons.

Mr. Slade—That will be corrected; it is obviously wrong.

The Chief Justice—It is just as well to know.

Later Mr. Slade said the item referred to was simply a detail showing how the estimate of profits was arrived at, \$55,000 was not claimed at all; they were simply asked for particulars of how they arrived at the profits and they gave that particular among other things.

Proceeding, Mr. McNeill said there was a clause in the agreement made between the Milling Co. and Jardine, Matheson and Co. to the effect that if the price fell below what was then selling at (1½ cents per lb.) the Company was to submit the Milling Co. to a proportionate reduction in the five-eighths of a cent but not below four-tenths of a cent. As a matter of fact, it had been distinctly proved that the consequence of Oriental Brewery's competition was to put the ice down to half a cent per pound. Therefore the profits, if they were to be calculated at all, should be calculated on the reduced scale of four-tenths of a cent instead of five-eighths. In conclusion Mr. McNeill, dealing with the general principle on which the damages were to be calculated, argued that the natural and probable consequences of the breach were the measure of the damages.

Mr. Arnold, who said he had lately been employed as manager of the machinery department of Messrs. Arnold, Karberg and Co., then gave evidence. He spoke of supplying machinery to Mr. Rennie in 1905, and in the same year he said Mr. Rennie told him he had more water than he could utilize in the mill and he thought of using the surplus by manufacturing ice. In consequence, witness gave Mr. Rennie the outline of some proposals which had been drawn up by a Mr. Pearson for the installation of a plate-ice-making plant at Shanghai. Witness also supplied him with catalogues, but for a time the matter dropped. Ultimately in 1907 the question again came up and later witness gave Mr. Rennie the price of a plant manufactured by Mr. Borgis. At that time Mr. Rennie said nothing about the kind of machine. Witness told him it would produce 54 tons a day, and he agreed that this would suit him, adding that he must have immediate delivery and that the ice must be clear. Nothing was said as to any contract with Jardine, Matheson and Co., nor did Mr. Rennie say what he was to do with the ice. Witness told Mr. Rennie that the Borgis plant made ice on the "can" system, and the latter raised no objection. Witness outlined negotiations which led up to the purchase by Mr. Rennie of the Borgis plant. After Mr. Rennie had accepted the offer he told witness that he had already agreed to sell

the ice to be manufactured to Messrs. Jardine, Matheson and Co. for a number of years. Witness congratulated him and expressed the hope that he would make a good profit, to which Mr. Rennie replied that he thought he would do well out of the contract. Witness asked whether Jardine's would be satisfied with 50lb. blocks, and he replied that nothing had been stipulated as to size. Witness knew the kind of ice which was being then made by the Ice Co. of which Messrs. Jardine, Matheson and Co. were managers.

In the course of cross-examination by Mr. Slade, witness said he had had no experience of ice manufacturing machinery before he made enquiries on behalf of Mr. Rennie. He was not an engineer, and his information regarding such machinery was acquired from catalogues and from his experience in Hongkong. There was a transparent ice apparatus which was an apparatus for making ice clear.

Mr. Slade—I don't want to have any confusion. We understand "clear" each other that clear ice means transparent ice—I don't know about that.

"Clear" and "transparent" are interchangeable words?—I don't know.

You said that yourself just now.—I say it means clear as far as it can be made in a can ice plant.

It means transparent?—Yes.

Those two words mean the same.—The word "transparent" in this case, in my opinion, means not opaque.

Did you understand from Borgis's catalogue and the correspondence that their distilling apparatus would manufacture ice that was clear?—Yes, with a core.

You mean with the exception of the core, which is opaque?—Yes.

If the machine turns out ice which besides a core has a great number of air needles in it which render it not transparent, do you think Mr. Borgis has carried out his contract?—I don't know whether it was not transparent.

You think it is perfectly legitimate for Borgis to supply ice with a vast number of air needles in it?—Yes.

And you think air needles make no difference to the clearness at all?—I don't think they do.

IN SEARCH OF OPIUM.

A Row on the Cyclops.

Yesterday Sergt. Wilson and a party of excise officers boarded the s.s. Cyclops, lying in harbour, for the purpose of searching for opium. In the tallyman's cabin two of the excise men found four of the crew and later they discovered some opium. The sailors, however, set upon the excise officers, bent them, and threw the opium out of the porthole. These men were eventually arrested, and to-day they were brought before Mr. F. A. Hazlewood, at the Magistracy, and fined \$10 each.

The captain of the steamer went into the box and complained that unnecessary violence had been used in arresting the men, and he added that at the time he repudiated the authority of Sergt. Wilson to search the ship.

His Worship held that even if the captain was not aware of the regulations it was only reasonable to assume that a police officer in uniform was acting with authority in searching a ship for opium. He also considered that no more violence than was necessary to effect an arrest had been used.

Mr. G. Hogarth, Chief Excise Officer, asked the captain if his vessel had been searched before for opium, and the latter admitted that it had but not at Hongkong.

THE RAINFALL OF HONGKONG.

The following table gives the monthly rainfall at the Observatory to the end of July with the means and extremes for 25 years—

RAINFALL AT HONGKONG OBSERVATORY.

	1909	1884-1908.	Mean.	Max.	Min.
January	7.46	1.46	8.43	0.00	
February	1.66	1.75	7.95	0.02	
March	2.34	2.86	11.49	0.17	
April	2.46	5.88	14.89	1.27	
May	6.70	12.29	48.84	1.15	
June	7.38	16.38	84.37	2.34	
July	12.83	18.77	22.24	4.57	

The year's rainfall to the end of the month amounts to 54.83 inches, the 25 years mean for the same period being 53.39 inches.

SPORTING.

Water Polo.

There were two matches played off last evening in the Water Polo Shield Competition. The V.B.C. met and overcame the 87th Co. R.G.A. by 7 goals to all, while the Corinthians went one better in their encounter with the 88th Co. R.G.A., whom they defeated by 8 goals to none.

The total strength of the Territorial Army on July 1 is given in a parliamentary return as 770,181, made up of 9,505 officers and 260,978 non-commissioned officers and men. Of the fore-going, 324 officers and 98,338 non-commissioned officers and men were under twenty years of age. There were 62,500 non-commissioned officers and men serving on the one-year engagement.

DON'T IGNORE SLIGHT INJURIES.

DON'T neglect giving every cut, wound or bruise prompt attention. Blood poison may appear and an ugly sore or even the loss of a limb result. Chamberlain's Pain Balm is an antiseptic, breaks the wound, soothes and all danger is avoided by its use. For sale by all chemists and storekeepers.

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SHANGHAI, KOBE AND POLYNESIEN, BROU, August 30, p.m.

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* NIPPON MARU 18,000 Tons, SATURDAY, 1st Oct., at Noon

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AND ANTWERP, via SINGAPORE, PENANG, K. LOMBO AND PORT SAID, TAMBA MARU, Capt. C. H. Butler, Tons 8500, WEDNESDAY, 1st Sept., at Daylight.

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via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE, KUMANO MARU, Capt. M. Winkler, Tons 8000, FRIDAY, 1st Sept., at Noon.

YEBOSHI MARU, Capt. E. Kon, Tons 4500, THURSDAY, 12th Aug., at Noon.

SHANGHAI AND KOBE, BOMBAY MARU, Capt. W. A. Evans, Tons 5000, FRIDAY, 20th Aug., at Noon.

BOMBAY, via SINGAPORE AND COLOMBO, KANAGAWA MARU, Capt. J. Nagao, Tons 6500, FRIDAY, 20th Aug., at 6 p.m.

KOBE & YOKOHAMA, MIYASAKI MARU, Capt. T. Munakata, Tons 9000, FRIDAY, 27th Aug., at Noon.

NAGASAKI, KOBE AND YOKOHAMA, KUMANO MARU, Capt. M. Winkler, Tons 8000, WEDNESDAY, 1st Sept., at Noon.

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Floating Volcano off Portuguese Coast.

The story of the destruction of the British steamship Lord Londonderry by fire off the Portuguese coast while on a voyage from Eurola to Savannah with sulphur ore was told by the officers of the ship on their arrival in Belfast from Lisbon by way of Liverpool on July 5.

The first indication that something was wrong was the belching of great columns of dust through the vessel's ventilators. One of the hatches was removed, and huge volumes of smoke rolled out. When the sulphur got mixed with the bunker coal the flames became undiminished. The crew battled with the flames, but one after another was overcome by the stifling fumes. The fire continued to gain, and the centre of the ship became a gigantic furnace. A green wave of flame enveloped the vessel, the cargo became a molten mass, the deck became red hot plates, and rivets started, and large chunks from the ship's iron sides smashed in fall in red and green spluttering masses into the sea, hissing as they touched the water.

After taking to the boats the crew sat watching the fearful spectacle. Eventually the steamer divided in halves and foundered. The ship's black cat and two kittens went down with her.

AFRAID TO PROPOSE.

"In these days men do not fall on their knees and propose, as they used to do a few years ago. They hint at marriage, and the girl completes the proposal."

A lady who has chaperoned many debutantes, and seen a great deal of the world, made the above statement in a conversation with *The Daily Mirror*.

"A change seems to be coming over the modern young man. When I was a girl young men were bluff, hearty, honest young fellows, who were manly and outspoken in matters of love."

"The hearty, athletic young man of my early years made no bones about a proposal. If he meant to ask a woman to marry him he did so without shilly-shallying. He went down on his knees, prostrated himself, and then, having asked the question, he would sit up and wait for the answer."

"I used to know a man whose proposal was refused by the girl of his choice. He promptly lifted her in his arms (they were in a field at the time), and carried her to the public road, saying that he would go on carrying her until she took back her 'No.' She married him."

"I don't know that I recommend going quite as far as that, but that is the proper spirit, and is better than the methods of the present-day young man."

"To-day the average young man of the middle and upper classes is a queer, vacillating creature, to whom proposing is an agony. It is as much as he can do to suggest proposing, he is so nervous and apprehensive. He is afraid to do it over the telephone sometimes."

"Girls, on the other hand, appear to be acquiring a greater stability of character. They do not suffer from that excess of sentiment which causes temporary paralysis of the brain and tongue in the young man. Proposing is a matter of course to them, or at least, the biggest part of it."

"What is the cause of this strange reversal? It may be that town life with its rush and hurry and continual excitement, has brought into being a race of physically and mentally degenerate men."

"It is well known that women thrive on excitement, such as perpetual motor tours, theatre parties, and other social distractions. They become blooming and healthy, and never seem tired."

Here, then, if you may accept this theory, is the solution of the proposal problem. Simply through the present conditions of living, men are losing their initiative and courage in matters of love, while women are gradually usurping man's place."

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Steamer	Leave	Steamer	Tons	Saturday
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ASSAYE	Feb. 19	CHINA	8000	March 19
DELTA	March 3	MAIWA	11000	April 2
MACEDONIA	March 19	through steamer		April 16
DEVANHA	April 2	(calling at Bombay)		April 29
ASSAYE	April 16	MONGOLIA	10000	April 30
DELTA	April 30	MARMORA	10500	May 14
DELHI	May 14	MOREA	11000	May 28
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SUMATRA	February 2	March 26
NYANZA	February 23	April 7
SUDA	March 23	May 4
MALTA	April 23	June 4
SARDINIA	May 4	June 18
NORE	May 18	July 2

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RUBI	2540	W. R. Almond	Manila	SATURDAY, Aug. 21, at Noon.

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MAIL SCHEDULE.

(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
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EMPIRE	Sept. 21	15th Sept., at Noon.
EASTERN		13th Oct., at Noon.

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TJILATJAP	JAVA	First half of August	SHANGHAI	First half of August
TJIBODAS	JAPAN	Do	JAVA	Do
TJILIWONG	JAPAN	Second half of August	JAVA	Second half of August
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
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THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

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DOUGLAS STEAMSHIP COMPANY,
LIMITED.HONGKONG—SOUTH CHINA
COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMER	FOR	LEAVING
HAICHING	SWATOW, AMOY & FOCHOW.	FRIDAY, 13th Aug., at 2 p.m.
HAIMUN	SWATOW.	SUNDAY, 15th Aug., at Noon.
HAITAN	SWATOW, AMOY & FOCHOW.	TUESDAY, 17th Aug., at 2 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier). A reduction of 20 per cent on First-Class Fares to Fochow will be made during the months of August and September.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI,
KOBE, YOKOHAMA, HONOLULU AND
SALINA CRUZ (MEXICO).

sails 1909.

s.s. America Maru - 5000 tons gross Aug 30th, at noon
s.s. Hongkong Maru - 6000 " " Oct. 26th, at noon.
s.s. Manshu Maru - 5000 " " Dec. 10th, at noonFor particular apply to
TOYO KISEN KAISHA, YOKO Buildings

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS
BANKERS, etc.HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C. 4.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
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Hongkong, A. R. 4, 1908.GREAT NORTHERN
STEAMSHIP COMPANYOperating the New Twin Screw Steamship
MINNESOTA35,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

Calling at Keelung.
'MINNESOTA' Captain H. W. RAVENS, THURSDAY, 4th November, 1909.
Calling at Manila, P.I. Westbound and visiting Shanghai Eastbound.Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR MANILA, YAP, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI & SYDNEY.

THE Steamship CORLENZ, Captain H. RANZMEYER, (ready to load on Wednesday, a.m.), will leave on FRIDAY, the 13th inst., at Daylight.
For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELBOURNE & Co., Agents, Hongkong, August 2, 1909.

AUSTRIAN LLOYD'S STEAM

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

The Co's Steamship NIPPON, Captain TANAKA, will leave for the above places on WEDNESDAY, the 18th inst., a.m.
This steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor and a Stewardess.
For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, August 10, 1909.FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship CALEDONIA, Captain W. HAYWARD, carrying 2150 Tons, will be despatched from this for BOMBAY, etc., with Passengers and Mail, on SATURDAY, the 21st August, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mongolia, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Suez and Valparaiso, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay by the R.M.S. Orotundi, due in London on the 3rd October, 1909.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, August 7, 1909.

Shipping.

THE AMERICAN AND ORIENTAL
LINE.FOR BOSTON & NEW YORK.
(With liberty to call at the MARIANA ISLANDS.)THE Steamship WELSH PRINCE, will be despatched for the above ports on SATURDAY, the 14th August, 1909.
For Freight or Passage, apply to ARNHOLD, HARBURG & CO., Agents, Hongkong, July 1, 1909.FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship ORISKANY APJAR, Captain S. H. Benson, will be despatched for the above ports on TUESDAY, the 17th inst., at 3 p.m.
For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents, Hongkong, August 11, 1909.COMPAGNIE DES MESSAGERIES
MARITIMES.FAQUEOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship AUSTRALIEN, will be despatched for the above ports on or about WEDNESDAY, the 18th August. P. DE CHAMPMORIN, Agent, Hongkong, August 11, 1909.

FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship LIGHTNING, Captain A. E. Stevens, will be despatched for the above ports on THURSDAY, the 19th inst., at 3 p.m.
For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, August 11, 1909.

AUSTRIAN LLOYD'S STEAM

STEAM FOR STUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ and PORT SAID.

(Taking Cargo at through rates to the BRITISH, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRATIC PORTS, and delivery can be obtained as soon as the goods are landed.)

THE Company's Steamship SILEZIA, Captain RADONICICH, will be despatched as above on or about WEDNESDAY, the 25th of August.
This Steamer has capital accommodation for passengers, Electric Light, and carries a Doctor.
For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, July 29, 1909.SHIRE LINE OF STEAMERS,
LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship CARMARTHENSHIRE, Captain DANIEL, will be despatched as above on or about the 24th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried.
Fare to London, £25.
For Freight or Passage, apply to JARDINE, MATTHESON & Co., Ltd., Agents, Hongkong, August 2, 1909.

SHIRE LINE OF STEAMERS, LD.

FOR MARSEILLES, LONDON AND LINTH.

THE Steamship CARNARVONSHIRE, Captain INGRAM, will be despatched as above on or about 26th instant.
For Freight, apply to JARDINE, MATTHESON & Co., Ltd., Agents, Hongkong, August 2, 1909.CHARGEURS REUNIS CO.
FRENCH STEAMSHIP COMPANY.REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.
The steamer of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call en route, thus affording a fast regular cargo-haul service from China and Japan to San Francisco.The S.S. AMIRAL DUPRE, 10,000 Tons, Captain X. will be despatched for SAN FRANCISCO and other above destinations on or about the 19th September.
For further particulars, apply to MESSAGERIES MARITIMES, Agents at Hongkong, Hongkong, April 14, 1909.A HISTORY OF UNION
OCEAN.

BY THE REV. G. H. BONDFIELD and DICE BAILLIE, M.A.S.

Edited by REV. C. H. HICKLING.

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NORTH-BOUND.

Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Saturday or Sunday
Lv. Shanghai	Ar. Dairen	Sunday	Tues. or Fri.
Lv. Mukden	Ar. Dairen	Monday	Wed. or Sat.
Lv. Changchun	Ar. Dairen	Tuesday	Thursday or Sunday
Lv. Harbin (Russian Train)	Ar. Dairen	Wednesday	Friday or Monday

Connecting at Harbin with State Express for Moscow. Wagon-Lits for Moscow. State Express for St. Petersburg.

SOUTH-BOUND.

Leave—Harbin (Russian Train)	Arrive—Changchun	Thursday	Saturday or Sunday
Lv. Harbin	Ar. Changchun	Friday	Monday or Thursday
Lv. Mukden	Ar. Changchun	Saturday	Tuesday or Friday
Lv. Dairen	Ar. Changchun	Sunday	Wednesday or Saturday
Lv. Shanghai	Ar. Dairen	Monday	Thursday or Sunday

* Russian Train time is 23 minutes earlier than S.M.R. time.

TICKET AGENTS—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co. and Messrs. T. & S. Nippon Yusen Kaisha, Ltd., Agents.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: Yamato) at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen, and Neuchang Depots.

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Notice to Consignees

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER ROBYNO.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ and STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where such Consignees will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.
Optional Goods will be landed here (unless instructions are given to the contrary) before 8 Hours.
Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at all appointed hours. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.
E. A. HEWETT, Superintendent.

Hongkong, August 11, 1909.

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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship BUELOW, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable articles, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point, whence delivery may be obtained.
No claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 17th of August, will be subject to rent.
All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on the 17th of August, at 9.30 a.m.
All claims must reach us before the 21st of August, 1909, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.

Hongkong, August 10, 1909.

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PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNEES of Cargo per Steamship, ASIA.
The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of cargo from alongside.
Cargo impeding discharge of the vessel will be landed at once at Consignees' risk and expense.
No Fire Insurance whatever will be effected.
All cargo undelivered on FRIDAY, August 13th, 1909, at Noon, will be subject to rent.
All chafed and otherwise damaged cargo will be examined at the above Company's Godown on WEDNESDAY, August 11th, 1909, at 10 a.m.
S. SILVERSTONE, Agent.

Hongkong, August 6, 1909.

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Notices to Consignees.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK & SINGAPORE.

THE Steamship KALANGA, Captain LESLIE, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 18th inst., at 3 p.m.
All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 18th inst. will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, August 8, 1909.

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WEEKLY NEWS FOR HOME.

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The Overland China Mail

FULL REPORT

LATEST INTELLIGENCE

1473

Order before you leave so you may receive it while at Home.

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The CHINA MAIL, Ltd.

5, Wyndham Street

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etc., etc.
Trade Discounts allowed.
Special Quotations on Demand.
Sample Cases from £10 upwards.
Consignments of Goods sold on London.
WILLIAMS, WILSON & SONS.
(Established 1816).
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Cable Address: "ATTRAVERS, LONDON."

WASHINGTON BOOKS.

(In English and Chinese.)

WASHINGTON BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 30 Cents.

CHINA MAIL Office, 5 Wyndham Street.

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INTRODUCING INTO CHINA.

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